



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 6

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Advisory Council
Doug Shoemaker, Chair
FR: Michael Cunningham, Vice-Chair
RE: Draft 2004 Work Plan

DATE: February 2, 2004

Last month, the Advisory Council began to brainstorm about what set of core policy issues/topics you would like to address as part of your 2004 Work Plan. Based upon your initial brainstorm session, a summary of the interest areas to the Advisory Council and its potential role is provided below for further discussion. Where participation is encouraged, the Council may want to consider appointing specific, regular attendees, though meetings are open to all.

Areas of Interests / Role of Advisory Council

Transportation 2030 Plan – Follow-Up Activities

The Commission's adoption of the draft goals, five-point transportation-land use policy platform, and investment strategies in December 2003 marked the conclusion of Phase One of Transportation 2030. Phase Two will take place from January through August 2004, primarily involving the local decision-making process led by the congestion management agencies on defining the local investments for Transportation 2030. MTC staff, along with the Partnership and other stakeholders, will continue to resolve outstanding Phase One issues regarding local road rehabilitation funding, regional pedestrian and bicycle funding, regional lifeline transportation, and regional freeway/system management. **Role:** The Advisory Council will continue to be involved in discussing follow-up policy and program matters related to Phase One, and Council members may provide feedback and recommendations to the Commission as issues arise.

Transit Sustainability

A key issue emerging from Phase One of Transportation 2030 is the challenge of maintaining and sustaining the existing transit system, and future planned expansions. Phase One identifies regional investments that fully fund the most critical transit capital needs, but leave \$5.6 billion unfunded. As part of the analysis, it was also estimated that six of the ten largest operators will have operating shortfalls over the 25-year horizon to maintain the level of service on the street today. Ensuring transit sustainability will require some combination of cost controls and revenue enhancement. This is particularly true for those systems planning significant transit expansions as part of Resolution 3434. In addition, competition among operators for scarce transit funding

will require that greater attention be paid to the efficiency and equity implications of funding allocation. **Role:** The Bay Area Partnership has formed a working group to discuss transit sustainability. The Advisory Council should follow Partnership deliberations and any resultant recommendations, provide comment and recommendations to the Commission, and/or identify and investigate related issues for recommendation to the Commission.

Transportation and Land Use Policy Platform

The five-point transportation and land use policy platform calls for the (1) development of a transportation and land use policy statement for Transportation 2030, (2) determination of how much funding from TLC/HIP and T-PLUS for specific plans around transit corridors, (3) encouragement of changes to local general plans to support transit-oriented development for Resolution 3434, (4) coordination of land use beyond transit corridors, and (5) land use coordination with regional neighbors. **Role:** The Advisory Council will provide community input into the development and implementation of transportation and land use policies by MTC staff. As appropriate, the Advisory Council will comment directly to the Commission on important actions related to transportation and land use. Members may wish to consider participating on any task forces established by MTC and ABAG specifically for this purpose.

Transportation for Livable Communities

MTC's Transportation for Livable Communities (TLC) program, which includes the planning, capital and Housing Incentive Program, continues to evolve. With the help of the Advisory Council and CMAs, MTC staff has revised the TLC program guidelines, and plans to forward it to the Commission for approval in March 2004. Following the Commission's approval, MTC will begin programming the first cycle of TLC/HIP under the TEA-3 Reauthorization. **Role:** The Advisory Council will provide community input into the revision of TLC/HIP program guidelines. Interested members of the Advisory Council will participate on the MTC Project Review Team that evaluates TLC/HIP applications and recommends funding.

Transportation Funding

Transportation 2030 identifies a "Big Tent" of potential new funding and plan priorities to meet continuing transportation demands that clearly cannot be met with reasonably expected resources in place today. MTC has identified an initial set of fund sources that could be achieved through either legislative action, or voter mandate. These Big Tent revenues include Regional Measure 2 (\$3 bridge toll), High Speed Rail Bond, County sales taxes, BART property tax, and increases in basic federal and state fuel taxes. **Role:** The Advisory Council will provide community comment and recommendations on the development, content, and presentation of the Transportation 2030 Big Tent plan.